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GERMAN REICHSBAHN OPERATIONAL INSTRUCTIONS
FOR TYPE-SORTING AND INSPECTION OF FREIGHT CARS

The following information was taken from a service directive of the German Reichsbahn dated 29 August 1950. The directive states that as of 1 October 1950 all freight cars, including service freight and rail service cars, are to be assigned to specific RAW (Reichsbahnausbesserungswerke, railroad repair yards) according to car type and are to be inspected at stated intervals.

I. CARS ASSIGNED TO HOME BASES BY CAR TYPES

A. Freight Cars for Public Service (narrow-gauge cars are listed in Part D)

For an explanation of the "Type" column in the table below, see Appendix 1. As for "Type Number," this seems to indicate a further breakdown of the car type; no further explanation has been found. In regard to "Place of Origin," it could not be ascertained whether this term (Gattungsbezirk) refers to the original place of car manufacture or to its prewar home base. For "Inspection Frequency," see Appendix 2.

Type	Type Number	Place of Origin	Home RAW	Inspection Frequency
G	02	Magdeburg	Potsdam	A
G	--	Potsdam	Zwickau	A
G	03	Stendal	Potsdam	A
G	03	Hannover	Potsdam	A
G	04	Kassel	Zwickau	A
G	05	Munich	Eberswalde	A

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<u>Type</u>	<u>Type Number</u>	<u>Place of Origin</u>	<u>Home RAW</u>	<u>Inspection Frequency</u>
G	09	Karlsruhe	Magdeburg	A
G1	12, 13	Dresden	Dresden	A
Glm	14	Leipzig	Dresden	A
Gs	07	Oschersleben	Jena	A
Gm	11	Bremen	Jena	A
G	06	Nordhausen	Potsdam	A
Gb	03	Saarbruecken	Potsdam	A
G	--	Foreign	Brandenburg West	A
G11	20	Dresden	Halberstadt	H
GG	15	Dresden	Zwickau	A
GG	15, 2	Bromberg	Zwickau	A
Gk	17	Berlin	Berlin	C
T	18	Berlin	Berlin	C
T	18	Rostock	Berlin	C
V	23	Hamburg	Dresden	A
K	21	Wuppertal	Dresden	A
KK	--	Saarbruecken	Zwickau	A
KKt	22	Saarbruecken	Zwickau	A
O, steel	30	Schwerin	Magdeburg	A
O, steel	31	Munsterberg	Magdeburg	A
O, steel	--	Foreign	Brandenburg West	A
O, wood	28	Muenster	Zwickau	A
O, wood	35	Ludwigshafen	Zwickau	A
O, steel	33	Ludwigshafen (French type)	Jena	A
O, wood	27	Wuerzburg	Malchin	A
O, wood	26	Frankfurt /no indication whether Frank- furt/Main or Frankfurt- <u>Odor</u>	Cottbus	A

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<u>Type</u>	<u>Type Number</u>	<u>Place of Origin</u>	<u>Home RAW</u>	<u>Inspection Frequency</u>
O, wood	29	Halle	Grunewald	A
Ol, Owl	32	Vienna	Jena	A
O	--	Marburg	Jena	A
Om	36	Essen	Cottbus	A
Om	37	Bitterfeld (up to No 80,000)	Eberswalde	A
Om	37	Bitterfeld (only over No 80,000)	Berlin	A
Om	38	Dessau	Berlin	A
Om	41	Koethen	Blankenburg	A
Omm	43	Villach	Dresden	A
Omm	44	Klagenfurt	Chemnitz	A
Omm	42	Linz	Eberswalde	A
O, wood	--	Foreign	Brandenburg	A
Om, Omm	--	Foreign	Brandenburg	A
R, Km	61	Stuttgart	Magdeburg	A
S, Km	--	Foreign	Magdeburg	A
Rmm	62	Ulm	Dresden	A
Rb	62	Saarbruecken	Dresden	A
X	89	Erfurt	Malchin	A
X	--	Foreign	Brandenburg	A
XX	89-9	Erfurt	Zwickau	A
XX	--	Foreign	Zwickau	A
S, St	64	Augsburg	Potsdam	A
S	--	Foreign	Potsdam	A
SSt	66	Cologne	Berlin	A
SS	65	Cologne	Tempelhof	A
SS	--	French and Belgian origin	Brandenburg West	A
SS	--	Other foreign	Tempelhof	A

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<u>Type</u>	<u>Type Number</u>	<u>Place of Origin</u>	<u>Home RAW</u>	<u>Inspection Frequency</u>
SSy, SSyms, SSys	65	Cologne	Zwickau	A
H	68	Regensburg	Jena	A
H	--	Foreign	Gotha	A
Ot	45	Mainz	Magdeburg	A
Ot	--	Foreign	Magdeburg	A
OO, Oot	47	Saarbruecken	Zwickau	A
OO, Oot	--	Foreign	Zwickau	A
Z	*		Zwickau	A
Z	*		Magdeburg	A
Z	*		Berlin	A
ZZ	**		Zwickau	A
Pwg, Pwgs	88	All districts	Halberstadt	G

* Reichsbahn-owned and Reichsbahn-administered two- and three-axle tank cars will be assigned as follows: from the Dresden and Erfurt directorates to RAW Zwickau, from the Halle, Magdeburg, and Schwerin directorates to RAW Magdeburg, and from the Berlin, Greifswald, and Cottbus directorates to RAW Berlin.

** All tank cars of four or more axles are to be assigned to RAW Zwickau. Private tank cars may be repaired at RAW Berlin, Magdeburg, and Zwickau provided such work does not interfere with the efficiency of those shops.

B. Service Freight Cars

<u>Type</u>	<u>For Reichsbahn Directorate (RBD)</u>	<u>Home RAW</u>	<u>Inspection Frequency</u>
Four-axle cars	Berlin, Cottbus, Greifswald, Schwerin	Berlin	A
	Dresden, Halle, Erfurt, Magdeburg	Zwickau	A
Steel gondolas	Dresden, Halle, Erfurt	Jena	A
	Magdeburg, Berlin, Cottbus, Greifswald, Schwerin	Magdeburg	A
Wood gondolas, platform and other cars	Berlin Halle, Cottbus Dresden Erfurt Greifswald Magdeburg Schwerin	Berlin Cottbus Dresden Jena Eberswalde Magdeburg Halbin	A

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Type	For Reichsbahn Directorate (RBD)	Home RAW	Inspection Frequency
G, G1	Berlin Cottbus, Halle Dresden Erfurt Greifswald Schwerin, Magdeburg	Potsdam Cottbus Dresden Jena Eberswalde Magdeburg	A
Gravel cars	All RBD	Jena	A
Tank cars, container cars and tank cars for gaseous substances	Berlin, Cottbus, Greifswald Dresden, Halle, Erfurt Magdeburg, Schwerin	Berlin Zwickau Magdeburg	Tank and container cars-- A Tank cars for gaseous substances-- F
Service freight cars for carbide, mud, water, and weed killer, and converted locomotive tenders	Berlin Cottbus Dresden Erfurt Greifswald Halle Magdeburg Schwerin	Brandenburg Cottbus Zwickau Jena Eberswalde Leipzig Halberstadt Wittenberge	A

C. Railroad Service Cars

Type	For Reichsbahn Directorate	Home RAW	Inspection Frequency
Two and three-axle central steam heating car	All RBD	Halberstadt	E
Calibration vehicles	All RBD	Gotha	B
Snowplows, melters, and rotary snowplows	Cottbus, Dresden Erfurt, Halle Berlin, Greifswald, Magdeburg, Schwerin	Chemnitz Meiningen Stendal	I I I
Other snowplows	Cottbus Dresden Erfurt, Halle Greifswald, Berlin Magdeburg Schwerin	Cottbus Dresden Jena Eberswalde Magdeburg Wittenberge	J
Crane cars and auxiliary crane cars	Berlin, Cottbus, Greifswald, Schwerin, Magdeburg Dresden Erfurt, Halle	Brandenburg Zwickau Leipzig	Crane cars-- D Other cars-- A
Narrow-gauge transport cars	All RBD	Chemnitz	A

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D. Narrow-Gauge Freight Cars

<u>Gauge in Millimeters</u>	<u>For Reichsbahn Directorate</u>	<u>Home RAW</u>	<u>Inspection Frequency</u>
750	Dresden, Erfurt	Chemnitz	Calibration cars-- B
600 and 750	Berlin, Greifswald	Friedland	
750, 900, and 1,000	Schwerin, Magdeburg, Greifswald	Perleberg	Snowplows-- J
1,000	All RRD except Greifswald	--	
			Others-- A

E. Railroad Station Cars

Railroad station cars are considered equipment. The RAW can repair railroad station cars only by charging the cost to the office controlling the car. The RAW given in Section B are competent in such cases.

Crane cars without a railroad service car number are also considered equipment.

II. CLASSIFICATION OF FREIGHT CARS OF ALL GAUGES ACCORDING TO RAW

<u>RAW or Repair Shops</u>	<u>Car Type Assigned</u>
Berlin	Om Dessau, Om Bitterfeld above No 80,000, Ok and T Berlin and Rostock*, SSt Cologne, two- and three-axle tank cars*
Blankenburg	Om Koethen
Brandenburg	O wood, Om, Oms, X--only foreign makes. O steel and G, SS of French and Belgian origin
Chemnitz	Oms Klagenfurt, narrow-gauge cars of 750-millimeter gauge for RRD Dresden and Erfurt
Cottbus	Om Essen, Frankfurt
Dresden	Oms Villach, V Hamburg*, K Wuppertal*, Rms Ulm, RB Saarbrücken, Gl Leipzig and Dresden
Eberswalde	G Munich, Om Bitterfeld up to No 80,000, Oms Linz
Friedland	Narrow-gauge freight cars of 600 and 750-millimeter gauge for RRD Berlin and Greifswald.
<u>Heavy line drawn through entry</u>	Narrow-gauge freight cars of 1,000 millimeters for all RRD except Greifswald

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<u>RAW or Repair Shops</u>	<u>Car Type Assigned</u>
Gotha	/Heavy line drawn through entry/
Grunewald	O wood Halle
Halberstadt	Pwg, Pwgs, two- or three-axle central steam heating cars, Gll for all RBD
Jena	Ol Vienna, G. Oachersleben, G Bremen, H Regensburg, O Marburg and Om steel Ludwigshafen
Magieburg	G Karlsruhe, R Struttgart*, O Schwerin and Nuremberg, Ot Mainz*, two- and three-axle tank cars*
Malchin	X Erfurt, O Wuerzburg
Parleberg	Narrow-gauge cars of 750- and 900-millimeter gauge for RBD Magdeburg and Schwerin and 1,000-millimeter gauge for RBD Greifswald
Potsdam	G Magdeburg, Stendal, Hannover, Nordhausen, Saarbruecken, S Augsburg*
Tempelhof	SS Cologne, foreign SS excluding those of French and Belgian origin and SSy, SSyms, SSys
Zwickau	G Potsdam, Kassel, O Muenster, XX Erfurt*, GG Dresden*, GG Bromberg*, OO, OOt, KK, KKt Saarbruecken, four-axle tank cars*, two- and three-axle tank cars* Ludwigshafen and SSy, SSyms, SSys

* Including foreign makes

APPENDIX 1

/Among the sources consulted for an explanation of the abbreviations used in column 1 of Table A (part I) and elsewhere were: Einfuehrung in den Betriebsdienst (Guide to Operational Service) by Guenter Friedrichs, and Der Grosse Brockhaus./

G	Boxcar, two or three axles, load limit 15 tons
Gb	Boxcar for ferryboat transport
GG	Boxcar, four or more axles, load limit 30 tons
Gk	Refrigerated boxcar
G1	Large-size boxcar, minimum loading area 24 square meters
G11	Boxcar for LCL express traffic
G1m	Could not be ascertained in sources available

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Gm	Could not be ascertained in sources available
Gs	Boxcar with wheel pairs or trucks exchangeable for Soviet gauge
H	Flatcar with iron side racks and swivel rack, load limit 15 tons
K	Boxcar with hatch covers, load limit 15 tons
KK	Boxcar, four or more axles with hatch covers, minimum capacity 30 tons
KKt	Covered hopper car, four or more axles
O	Gondola, two axles, load limit 15 tons
Ol	Large-size gondola, loading length 18 meters
Om	Gondola, load limit 20 tons
Oml	Same as Ol
Owa	Could not be ascertained in sources available
Ot	Hopper car
Oot	Hopper car, four or more axles
Pwg	Baggage car for freight trains
Pwgs	Baggage car for freight trains with wheel pairs or trucks exchangeable for Soviet gauge
R	Flatcar with side racks, two axles, load limit 15 tons
Rb	Flatcar with side racks for ferryboat transport
Rm	Flatcar with side racks, two axles, load limit 20 tons
Rwa	Could not be ascertained in sources available
S	Flatcar with iron side racks for rail transport, two or three axles, load limit 15 tons
SS	Flatcar, four or more axles with iron side racks for rail transport, minimum load capacity 35 tons
SSt	Depressed-center car or well-hole car, four or more axles
SSy	Four-axle flatcar, load limit 50 tons, load length 8.8 to 9.5 meters, trucks exchangeable for Soviet gauge
SSys	Six-axle flatcar, load limit 50 tons, load length 11.2 to 11.9 meters, exchangeable for Soviet gauge trucks
SSys	Same as SSy
St	Depressed-center car or well-hole car, two or three axles
T	Refrigerator car
V	Poultry car

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- X Work train car, load limit 15 tons
- XX Work train car, four or more axles
- Z Prison car
- ZZ Prison car, four or more axles

APPENDIX 2

The following is an explanation of letters denoting inspection frequency:

A. Freight Cars

At 3-year intervals a complete official inspection identified as Schad-gruppe (damaged group) G 4 or G 5 is to take place.

Fifteen to 21 months following the complete inspection, the cars undergo an intermediate inspection identified as G 2.

Freight cars with the letter S under the RIV (Regolamento Internazionale Veicoli, International Freight Car Association Agreement) sign are completely inspected at 18-month intervals. Cars with the letters SS in the same place get a complete inspection at yearly intervals. These cars do not get an intermediate inspection.

B. Calibration Cars (Richwagen)

Calibration cars, calibration equipment, and auxiliary calibration cars are to be checked yearly before recalibration. RAW Gotha in conjunction with the home directorates draws up the recall plan. Cars are called in for inspection only during the period between 15 November to 15 February of each year without regard to the inspection date written on the car.

C. Refrigerator Cars

Refrigerator cars, both Gk and T, are to be inspected annually. They are to be dispatched to RAW Berlin between 1 December and 15 February of each year without regard to the inspection date written on the car.

D. Crane Cars

Crane cars are inspected at yearly intervals, while crane auxiliary cars are treated as stated in Paragraph A. Should a crew car be attached to a crane car, then it, like all other passenger cars of the railroad service, will be inspected every 2 years.

E. Central Steam Heating Car (Heizkesselwagen)

The two- and three-axis central steam heating cars are inspected yearly according to G 4 or G 5. The inside of the steam boilers of these cars is inspected every 3 years and the outside of the boilers during each interim year. The central steam heating cars are to be sent to the RAW between 15 May and 15 September. A water-pressure test is to be conducted every 6 years (every second inner inspection).

F. Tank Cars for Gaseous Substances

Tank cars for gaseous substances receive a complete inspection each year (G 4 or G 5). These cars are to be dispatched to the repair shops according to the latter's recall plans between the period of 1 April and 1 September regardless

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of the inspection date written on the car. The recall plans are drawn up by the RAW in cooperation with the home directorates. The tanks of these cars are inspected at intervals of 8 years; this inspection includes a water-pressure test.

G. ~~Passenger~~ Luggage Cars for Freight Trains)

G. ~~Passenger~~ receive a complete inspection at yearly intervals. The inspection may be postponed by one year by the home Bw (Betriebswerk, railroad operations plant) depending on the condition of the car. Postponement of inspection is to be reported to the home RAW.

H. G11 (Boxcars for LCL Express Traffic)

G11 are inspected yearly. If possible they are to be recalled for inspection according to a fixed plan. In drawing up the plan, it is necessary to consider whether the next inspection will be a G 4 or G 5. The plans are drawn up by RAW Halberstadt in conjunction with the home directorates.

I. Rotary Snowplows and Snow Melters

Rotary snowplows and snow melters are to be inspected yearly between the period from 1 May to 1 November according to G 4 or G 5 without regard to the inspection date written on the plow. Vehicles based in mountain regions are to be dispatched to the home RAW only between the period of 1 June to 15 August. The RAW are responsible for the punctual recall of the cars.

J. Other Snowplows

Other snowplows are inspected at intervals of 3 years and are sent to the RAW during the same period as stipulated in I above. The intermediate inspections according to G 2 are conducted by the responsible Bw to avoid sending them to the home RAW.

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of the inspection date written on the car. The recall plans are drawn up by the RAW in cooperation with the home directorates. The tanks of these cars are inspected at intervals of 8 years; this inspection includes a water-pressure test.

G. Pwg (Baggage Cars for Freight Trains)

Pwg receive a complete inspection at yearly intervals. The inspection may be postponed by one year by the home Bw (Betriebswerk, railroad operations plant) depending on the condition of the car. Postponement of inspection is to be reported to the home RAW.

H. G11 (Boxcars for LCL Express Traffic)

G11 are inspected yearly. If possible they are to be recalled for inspection according to a fixed plan. In drawing up the plan, it is necessary to consider whether the next inspection will be a G 4 or G 5. The plans are drawn up by RAW Halberstadt in conjunction with the home directorates.

I. Rotary Snowplows and Snow Melters

Rotary snowplows and snow melters are to be inspected yearly between the period from 1 May to 1 November according to G 4 or G 5 without regard to the inspection date written on the plow. Vehicles based in mountain regions are to be dispatched to the home RAW only between the period of 1 June to 15 August. The RAW are responsible for the punctual recall of the cars.

J. Other Snowplows

Other snowplows are inspected at intervals of 3 years and are sent to the RAW during the same period as stipulated in I above. The intermediate inspections according to G 2 are conducted by the responsible Bw to avoid sending them to the home RAW.

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